EAST BAY EXPRESS

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A GREEN SOLUTION TO OAKLAND'S HOUSING CRISIS

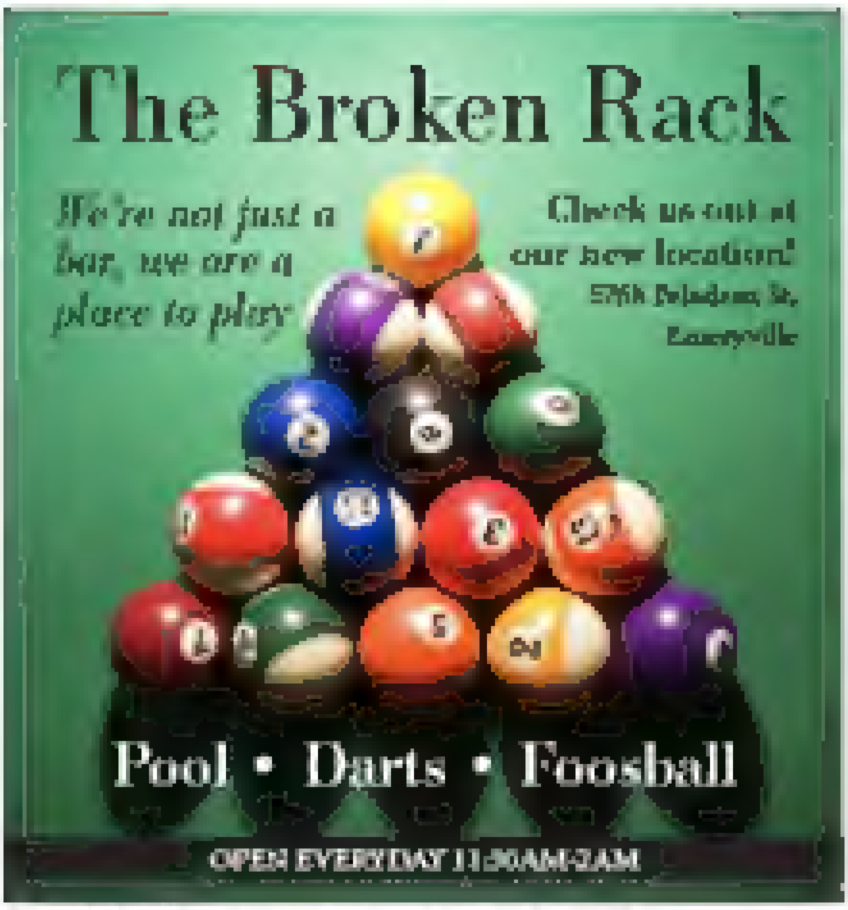


If the city stopped building giant parking garages, it could become a leader in sustainable development — and create more affordable housing in the process.

By Sam Levin







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LETTERS

[illegible]

Right On

I agree with this perspective. Mr. Pascoff has brought professionalism, experience, and commitment to police accountability in Oakland. We expect that he will continue to strive to strengthen police oversight and confront the racial disparities that continue to exist in police encounters.

Rashidah Grinage, Oakland

[illegible]

Impressive Campaign

I have been more impressed with this food campaign than anything that has happened in years in Oakland. [illegible] the city council meeting seems to have been an effective strategy in gaining [illegible] and media attention. It's hard to [illegible] from behind and organize neighbors effectively. A million thanks to the person who leaked the memo from City Attorney Barbara Parker that might have killed the [illegible] deal with UrbanCore. So many of the most important city decisions happen in "closed session," and that's a shame for community activists who should at least have a chance to weigh in. Same thing happened with the [illegible] new Bay Bridge [illegible] (although we at [illegible] East Bay were able to help pull the plug on [illegible].) [illegible] United for Justice!

[illegible], Oakland

[illegible]

Thanks, Sarah Rogers!

Trap and release is humane to wildlife and to feral cats. More importantly, it keeps Oakland from having to kill feral cats and stabilizes the cat population in our communities. Thank you, Sarah Rogers and your volunteers, for showing everyone the humane way to manage our feral cat issues. There are dozens of volunteers, vets, foster homes, and Oakland merchants behind these efforts. We should be proud that Oakland is leading the way in demonstrating that feral cats have been part of healthy human communities since the time of the pharaohs. Let's hope other cities and communities adopt similar organizations and methods. And yes, I have a formerly feral cat that was trapped and released and socialized by Sarah and the great folks at Feral Change.

[illegible], Oakland

[illegible]

Retiring Land is a Winner

An excellent article illustrating a huge cost savings that ought to be implemented [illegible]. With no construction involved, [illegible] can be evaluated [illegible] — much earlier than any tunnel completion. Even at a cost of $2 billion, it is [illegible] percent of the projected costs of [illegible] tunnels, a project that will surely [illegible] billion to cost overruns if history is any indication — overruns five times the entire cost of this approach. With this plan in place, [illegible] acre feet of immediately needed water could begin its flow to high priority uses — perhaps to those more willing to pay higher rates, thus offsetting the $2 billion cost. [illegible] logic says this is a winner.

William B. Thompson, Walnut Creek

[illegible]

The City Is Out of Control

Once again, the City of Oakland ignores its own policies and ordinances in order to cut backroom deals with certain people. It's out of control and sporadic throughout the organization. Why do we have rules when you can just make them up as you go? At the end of the day, who is accountable for this? The answer is nobody!

[illegible], Hayward

[illegible]

Fire the Administrators

How outrageous [illegible] overpaid politicians and administrators run much of Cal and waste billions on [illegible]. [illegible] administrators [illegible]. By the way, Cal professors are vastly underpaid relative to administrators. It's a sick system that pays $800,000 to a politician lawyer to be the head of Cal and allowed an administrator with no particular skills to make [illegible] plus benefits and [illegible] her boyfriend [illegible] more than [illegible]. It took a near family revolt to get admin to fix the problem.

[illegible], Berkeley

Kudos!

Great article! Thanks, Susan Cohen, for good reporting, and thanks, [illegible], for telling it like it is. And thank you, Aron Phipps, [illegible] Conniff, and family, for putting your health issues in the spotlight [illegible] for the benefit of all of us.

[illegible], Berkeley

It's Not UC's Responsibility

There are more than 37,000 grad and undergrad students at UC Berkeley. (About the same number as when I attended Cal, but SHIP didn't even exist then.) About 22,000 are enrolled in the school's Student Health Insurance Plan (SHIP). Note the name: Students' Health Insurance Plan. No mention of dependents. Was Cal nice enough to cover dependents for a number of years? Yes. Is Cal obligated to continue providing such coverage forever? No.

The school's University Health Services (UHS) can no longer afford to offer SHIP to Cal students' dependents. This affects only around one hundred of the 22,000 students enrolled in SHIP. Should 21,900 students have to suffer to subsidize insurance for these 100 students' dependents? That seems illogical and inappropriate. With $8 million in increased healthcare costs looming for the 2015-16 school year, UC Berkeley decided to eliminate dependent care coverage in order to keep fees for students as low as possible.

Cal students are smart. They presumably know about birth control and adult responsibilities. They should know that the time to have a family is after completing school and finding jobs. Those who do not understand this are at best immature. It's not UC's responsibility to take care of their "family mistakes."

Yes, students with kids might have to rely on Medi-Cal care or private insurance and change physicians. They should have thought about this possibility before having children. I have a single female family member who came into Cal this fall as a freshman with only her Medi-Cal insurance. She has a boyfriend at Stanford who's a junior this year. Will they get married? I don't know. Will she allow herself to get pregnant before graduating? Definitely not. Coddling one hundred students with dependents to the detriment of 21,900 others makes no sense. There are thousands of other equally talented and qualified individuals who can fill the one hundred or so slots (and need healthcare assistance only for themselves) if existing students can't take care of their own personal responsibilities.

People like Mr. Phipps and Ms. Conniff are in the distinct minority and need to scrutinize the priorities in their lives. It's very childish and unrealistic for them to expect UC to bail them out of dependent healthcare expenses. It shows lack of maturity on their part. If they are full-time employees of UC as Mr. Phipps [illegible], I concur, UC should offer you and your family some type of insurance either


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via Obamacare or other approved plan. If you're not full-time employees, welcome to the real world. Being a student is not the real world. The real world is much more vast and complex. It wasn't until after I graduated and was immediately drafted into the service, and three years later found a job in the private sector, that I began to truly understand the real world and realize how naive I was as a student.

Many laws, regulations, rules, etc. that were appropriate and adaptable a decade ago are no longer so, and, hence are changed or repealed. This occurs daily somewhere in the United States. If you believe UC is doing something illegal, then take them to court. (I had to do this once against a national multibillion-dollar corporation — with one attorney. We won.) People whining about the purported injustices they (mistakenly?) think have befallen them or others accomplishes nothing. Take concrete action.

[illegible], CA

[illegible]

Rates Are Complex

The recent actions by the CPUC are not as overzealous as Robert Gammon suggests. The change in rate structure to two, instead of the previous four, tiers was mandated by AB 327 enacted in 2013 because the original setting of four tiers instituted in 2001 to discourage waste by levying much higher charges on high users did not promote conservation and, in fact, resulted in low-use customers being subsidized by high-use customers.

The complexity of setting fair rates and also fostering desirable behavior is compounded by the need to compensate utilities for maintaining their infrastructure by levying a fixed charge irrespective of use and the discounting of rates by law for ratepayers with incomes below the poverty level or lower.

Technological changes such as solar energy competing with fossil fuels also [illegible] rate-setters, as does the lack of appropriate data to evaluate possible rate formulas. The rates in question apply to three investor-owned utilities (including PG&E), none of which is empowered to decide rates, although their opinions are heard, as are those of ratepayers.

Also, the changes in rate structure should not affect the amount of revenue collected by the utilities. Is it any wonder that social unrest results when we lack all the facts?

[illegible], El Cerrito

[illegible]

Wind Turbines Are Being Held to an Unfair Standard

If we are going to squelch clean wind energy because of the killing of winged creatures, then we should equally ban automobiles, which kill far more animals and birds every day than any wind farm ever will. And we haven't even started talking about the slaughter that goes on every day for most meat-eating people in this country. While I am more of a fan of VAWT (Vertical-Axis Wind Turbine) technology, we ought to work with what we have before global warming has us all under water.

[illegible], Oakland

[illegible]

Don't Forget About the Pollution

It's not just noise pollution, of course. Airplanes spew air pollution that also eventually reaches the ground and water. Even a small aircraft — the little propeller planes of general aviation — emits huge amounts of pollution. In fact, general aviation contributes [illegible] percent of the lead in our atmosphere. They're the only method of transportation I know of that is still allowed to use leaded gasoline, with lead levels eight times higher than the old automobile leaded gas, which was outlawed. And they get much worse gas mileage than cars, so they use twenty to thirty times the amount of lead. I hate to think what's in jet fuel.

[illegible], New Jersey

[illegible]

Eucalyptus Aren't Drought Resistant

Anyone interested in this subject should visit the Oakland project site at the North Oakland Sports Complex at the top of Broadway. What you will see is a eucalyptus grove that is a weed-infested and drought-stressed collection of sickly trees. Branches on most trees have broken off and now litter the forest floor and all the new epicormic growth is being eaten by beetles. The eucalyptus are infested with the eucalyptus leaf beetle (*[illegible]*), which came into Southern California from Australia in [illegible] and which is not controlled by any of our native predators or parasites. C.H. [illegible] in his book *Eucalyptus: Its History, Growth, and Utilization* states that *Eucalyptus globulus* (Tasmanian blue gum) "is a species of no great drought endurance," and that is quite obvious to the casual observer. In comparison, the native bay and oaks are doing quite well.

[illegible], Oakland

Corrections

Our July 29 music story, "[illegible]," misstated [illegible] membership in Hieroglyphics. He's a founding and current member. Our July 29 Events preview, "[illegible]," erroneously referred to Zachary Norris as a co-founder of the Ella Baker Center. He is the current executive director. And our Best of the East Bay 2015 editors' pick for "[illegible]" in People & Places erroneously stated that the first #[illegible] tweet was by [illegible] on July [illegible], 2009. Instead it appears that [illegible] was the first person to tweet the #[illegible] hashtag on July 23, 2009.


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Cops Are Not 'Warriors'

The increasingly over-the-top funeral services for police officers killed on the job are hugely disproportionate to the dangers of the profession.

By Robert Gammon

It's tragic when any worker is killed while doing his or her job. It's also much too common. According to the US Department of Labor, 4,585 people died on the job in the United States in 2013, the most recent year in which full data is available. That's about 88 worker deaths a week or 13 a day. But in recent years, one occupation's dangers have increasingly been singled out for recognition by American society and the mainstream media: those faced by police officers.

In fact, based on the massive funeral service last week for slain Hayward Police Sergeant Scott Lunger at Oracle Arena and its wall-to-wall coverage, you would think that cops not only have the most dangerous job in America, but also the most important — by far. The huge event, which was attended by thousands of police officers, civilians, and elected officials (including Governor Jerry Brown) and featured numerous speakers fire-ranking the eulogies, resembled a memorial service for a head of state. It was splashed across the front pages of both the *San Francisco Chronicle* and the *Oakland Tribune* the next day, and the page-one headlines in both papers referred to Lunger as a "warrior," while the news stories portrayed him as a hero.

This was not unusual. In recent years, cop funerals around the nation have morphed into giant spectacles, so much so that they've become wildly disproportionate to the dangers of being a police officer and the relative importance of the job.

Although police officers certainly perform a pivotal role in our society and work in a dangerous profession, they don't have the most dangerous job in America, not by a long shot. It's not even in the top ten. What is the most dangerous? According to a 2015 Bloomberg News report based on labor department statistics from 2006 through 2013, fishermen have the deadliest job in the nation. In fact, fishermen are eight times more likely to be killed on the job than cops. After fishermen, the other top ten most dangerous jobs in America are: loggers, aircraft pilots, extraction workers (which include explosives workers and oil drillers), iron and steel workers, roofers, garbage collectors, farmers and ranchers, truck drivers, and power-line installers and repairers.

So where do cops rank? Fourteenth, behind agricultural workers (11), construction laborers (12), and taxi drivers and chauffeurs (13). You read that right: It's more dangerous to drive a cab or chauffeur the wealthy in America than it is to be a cop. So, then, why aren't there massive funerals featuring governors and mayors and TV news crews when a cab driver or a power-line worker or a fisherman is killed? And why aren't these people referred to as "warriors" and "heroes" when their jobs are more dangerous than that of cops?

"It's disproportionate," said Oakland civil rights attorney John Burris, referring to the massive size of cop funerals these days and the glaring media attention they receive. "Police officers are not supposed to be 'warriors,' they're supposed to be protecting and serving their community."

Burris, who has spent his career exposing police misconduct, argues (I think correctly) that we should be more concerned about all the people killed by police each year. After all, there are a lot more of them. According to the *Washington Post*, which has been tallying killings by police this year, 585 people were shot dead by cops in the United States in the first six months of 2015. And July was the deadliest police killing month on record.

Cat Brooks, a prominent Black Lives Matter organizer, argues (I also think correctly) that the use of the term "warrior" in describing police officers who die on the job says a lot about the state of our society and helps explain why cop funerals have grown out of control. The word "warrior" fits with the media narrative that police officers are fighting a domestic war of some kind and are stationed in war zones, especially if they're in cities with high crime rates like Oakland. But a war against whom? Blacks and Latinos, Brooks contended. "Black and brown people tend to live in areas that are viewed (by police, the press, and the public) as 'war zones,'" she noted.

And the false narrative that cops have the most dangerous job serves to dehumanize people in these "war zones," and to portray them as "enemy combatants" who are expendable. "It gets used to justify police brutality," Brooks added.

Burris and Brooks also contend that the increasingly large funerals for cops represent a pushback against the Black Lives Matter movement, which sprang up around the nation after a series of high-profile killings by police last year. At last week's funeral, for example, police supporters held signs that read, "Cops Lives Matter." "It's propaganda to beat back a movement that is challenging policing in general," Brooks argued.

She and Burris are right, of course. Cop funerals have become a disturbing symbol of our society's screwed-up priorities. We've lost sight of the fact that while many police officers do fine work and deserve our respect and admiration, they don't deserve hero worship or to be labeled as "warriors."

Robert.Gammon@EastBayExpress.com



NEWS

BART Riders Racially Profile via Smartphone App

BART riders are using the transit system's new security app to complain to police about Black and homeless people and to report non-crimes.

By Darwin BondGraham

Last August, the Bay Area Rapid Transit system launched a mobile security app called BART Watch, which allows riders to send alerts, including text messages and photos, directly to BART police from their cellphones. Through a California Public Records Act request, the *Express* obtained a month's worth of alerts, approximately 763 individual messages sent to the BART police, and analyzed the contents. The data shows that BART riders report Blacks for both alleged crimes and non-crimes at disproportionate rates compared to other racial or ethnic groups, and that people perceived as being homeless are also being targeted with a high number of complaints, often for sleeping, smelling bad, and other non-crimes. BART police representatives told the *Express* that the app has become a valuable tool, but human rights advocates say the way it's being used by the public is cause for concern.

"Society complains to marginalize people," said Zachary Norris, executive director of the Ella Baker Center. "With this app, you see the criminalization of poverty and racial profiling all put together."

Riders can download the BART Watch app for iOS or Android phones. The app provides users with a list of crimes that can be instantly reported with the click of several buttons, including "crime in progress," "robbery/theft," and "sexual assault/lewd behavior." The preset choices also include vague categories, such as "disruptive behavior" and "suspicious activity," that leave it up to passengers to decide what warrants a request for police. Riders can snap photographs and send them along with text messages to BART police. The app is available in English, Spanish, and Chinese languages.

"We're getting a lot of reports, and a lot don't rise to the level of criminal activity," acknowledged BART Deputy Chief Benson Fairow. "But we hear about the problems, and that's what is important for us. So we appreciate getting the low-level stuff."

BART provided the *Express* with 307 printed pages of data for alerts sent between the dates of April 7, 2015 and May 12, 2015. None of the alerts were sent in Spanish or Chinese languages. Of the 763 alerts sent to BART, 198 included a description of the race of the person who was the subject of the complaint. Out of those 198 alerts indicating a person's race, 68 of them, or 34 percent, described Black people as offenders and suspects warranting a police response. The sheer number of complaints against Blacks is hugely disproportionate to BART's passenger demographics. According to a 2008 survey conducted by BART, only 10 percent of the transit system's daily riders are Black, whereas 43 percent are white, 24 percent are Asian American, and 20 percent are Latino. Of the 198 alerts sent to BART police that identified a person's race or ethnicity, only 37 targeted whites as offenders, just 19 percent of the total.

Some of the alerts identifying Blacks as offenders concerned behavior that are not crimes, or appeared to be based on suspicion, rather than solid evidence of criminal wrongdoing. And many of the actual complaints alleging where

committed by Blacks were for minor, non-violent infractions such as panhandling or drinking. Blacks were most likely to be complained about by other passengers for alleged "disruptive behavior," one of the most vague complaint categories that BART Watch app users can select with the click of a button. Passengers who sent these alerts to the police often characterized playing music, singing, dancing, talking loud or yelling, and taking up more than one seat as "disruptive behavior" by a Black person that warranted a police response.

In addition to disruptive behavior, the pre-set offenses "other," "panhandling," and "suspicious activity" rounded out the top reasons a passenger sent an alert to the BART police regarding a Black person. All together, there were 105 complaints against Black people for these four reasons, whereas there were only seven "crimes in progress" alerts sent through the app that identified Blacks as breaking a specific law, and among these, only one appeared to be for a potentially violent offense. The rest were apparently for drinking alcohol, smoking, and yelling on the train.

Fairow acknowledged that many of the alerts sent by passengers don't pertain to actual crimes, but said that his officers take this into account, and often will not respond if the complaint seems unwarranted. "It doesn't change the way we respond to anything," said Fairow about the large number of non-crimes reported through the app. "If it doesn't rise to criminal conduct, there's no action we're going to take." Fairow said the app isn't meant to replace 911, which BART police suggest that passengers use if there is an emergency. Most serious crimes are reported to BART police via 911 telephone calls, according to Fairow, meaning that passengers mainly use the BART Watch app to report low-level quality-of-life offenses.

Over the years, BART has been embroiled in controversies about racial profiling and police interactions with the Black community. In a recent example, on August 27 last year, Albert Burbano, Jr., who is Black, was on his way home from work and was waiting in the Powell Street Station in San Francisco for a train. BART police officer Darrell Berney approached Burbano because he supposedly fit a suspect description of a Black male who had assaulted someone earlier. Berney then, with the assistance of off-duty Oakland police officer Brendan Lowe, forcefully arrested Burbano. They held Burbano in the San Francisco jail until 9:15 a.m. the next day. A lawsuit pending in federal district court alleges that Berney and other officers racially profiled Burbano, used excessive force, wrongfully arrested him, and that Burbano did not match the description of the suspect except for the fact that he was a Black man.

"I haven't noticed the overall trend," said Fairow about the race of people being reported through the BART Watch app. "It's not something we track because it's not something we control. We control our contacts with people. As far as what people are reporting, that is not something we have direct control over." Fairow said, however, that with the app in use for almost one year now, BART police will soon analyze how it is being employed.

"This appears to fit into a larger pattern of Black people being criminalized for just being Black or homeless," said Norris. "The app should raise some questions about what we as Bay Area residents should be doing to tackle the problem of homelessness, or young people not being able to afford their fares."

Passengers and people in stations who were perceived to be homeless were the other category singled out by BART riders for a police response. Riders using the BART Watch app frequently described other passengers and people in stations as "bums," "vagrants," "derelicts," and "street people," when complaining about how someone smelled.

One alert, sent on May 12, read: "a homeless man looks older Muslim (a regular on Bart trains) is smelling up the whole bart." BART police apparently informed the sender of the alert that they were not alleging a crime, or any problem that warranted a police response, because in a second message the same person texted to the police: "I understand it is not a crime, that is why I put 'other' the homeless is a issue."

On April 30, another BART rider complained that BART police hadn't removed a homeless person from BART property, writing: "That homeless still there. You guys didn't send an officer in the morning!"

Passengers frequently reported people they perceived as homeless to the police simply for smelling bad, or for taking up more than one seat. "Approximately six homeless, drinking, possibly drug people laying across multiple full benches," read one text sent on May 12. "Homeless occupying 2 seats, smells really really bad," read another alert sent on April 27 to the police.

When passengers included a description of a homeless person's race, the most common racial group was Black. Of the 72 total alerts sent to complain about homeless people, fifteen described the race of the person being complained about. Of these, passengers using the app identified ten Black homeless people as creating problems that warranted a police response.

"There are much better ways we could be spending resources than developing apps like this," said Norris. "Some people don't have enough to eat, or enough money to make it from their second or third job, but what we see with this app is people complaining about others sleeping on the BART train."

The BART Watch app was created by Elerts, a Massachusetts company founded by Chris Ebert, the former deputy fire chief of Hull, Massachusetts, and Paul MacMillan, former chief of the Massachusetts Bay Transportation Authority Police. Similar apps are used by regional transit agencies in Massachusetts, Atlanta, Georgia, and Niagara, New York, and by the Santa Clara Valley Transportation Authority. BART paid $169,000 for the app. ■

Ali Winston contributed to this report.

Source: [illegible]



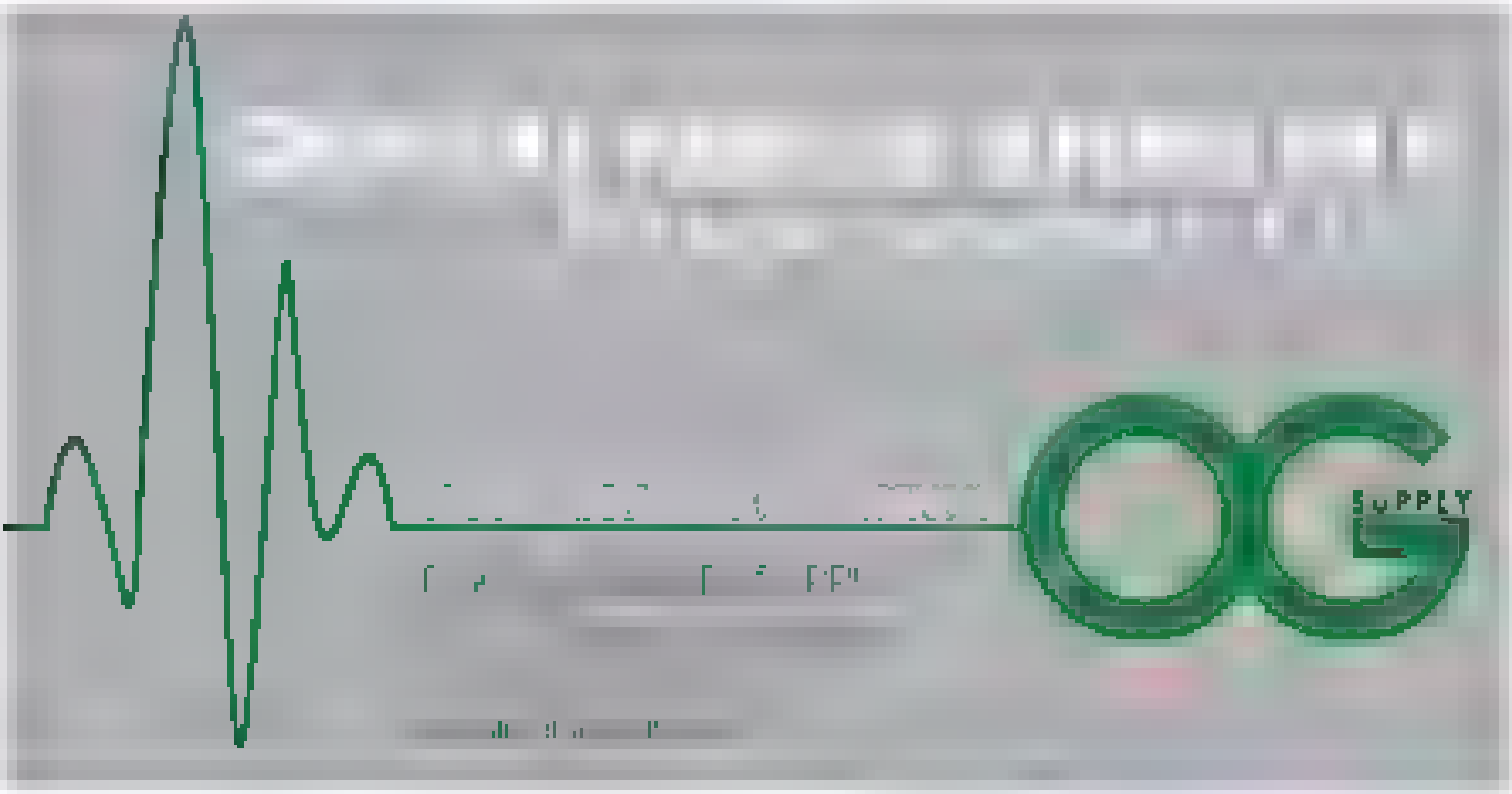
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A Green Solution to Oakland's Housing Crisis

If the city stopped building giant parking garages, it could become a leader in sustainable development — and create more affordable housing in the process.

By Sam Levin



spaces than the Oakland Planning Code requires. And urban planning experts have increasingly recognized that overly strict municipal parking policies — which typically force developers to spend a significant amount of money building one or more parking spaces per new unit — ultimately drive up the cost of housing and impede the creation of affordable units.

Critics point out that outdated suburban-style planning policies — like the ones Oakland still uses — incorrectly assume that all residents drive and want parking included in their rents. In truth, the much higher rents associated with mandated parking make housing less affordable for middle- and low-income people. Indeed, outmoded parking policies have likely worsened gentrification by forcing the construction of apartment buildings that attract wealthier people who own multiple cars and can afford to pay the higher costs that come with onsite parking, thereby squeezing out lower-income tenants who tend to [illegible].

One recent analysis of cities across the United States found that the costs of constructing parking garages with one spot per apartment unit on average increases the rent [illegible] per year. The study was conducted by Reinventing Parking, an international transportation advocacy group. The impacts of excess parking on affordability tend to be more severe in dense urban areas because land is more costly and developers typically have to spend more to create structured garages (as opposed to paved surface lots, which are cheaper).

And in Oakland-based nonprofit group TransForm, transportation and housing experts are pushing for local developers and the city to fundamentally rethink residential parking in a way that leaves room for renters and shifts real estate investments toward affordable housing and sustainable modes of travel — and away from expensive parking garages.

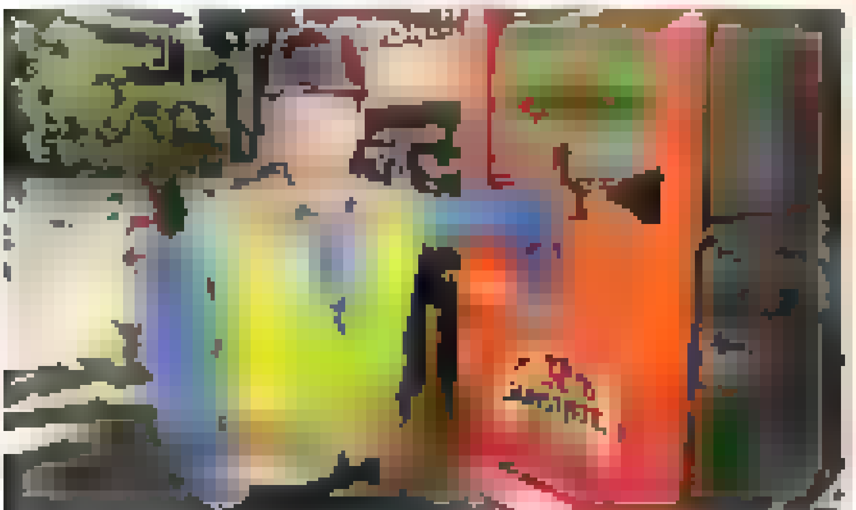
Through an initiative called Green Trip: Traffic Reduction and Innovative Parking (GreenTRIP), TransForm has compiled and analyzed extensive data illustrating the potentially profound benefits of progressive parking strategies. The group's research sheds light on how certain rules have led to extremely inefficient uses of space and financial resources in Oakland development projects. TransForm's research also shows that the city could make significant strides in tackling its housing affordability crisis and fighting climate change if it abandoned [illegible] parking requirements.

But it remains to be seen whether Oakland is willing to go far enough in adopting progressive reforms that could limit the spread of new parking and establish the city as a leader in sustainable development. And the need for change, advocates say, is urgent as rents skyrocket at alarming rates in Oakland and as real estate investors continue to purchase and break ground on new projects. If Oakland doesn't get it right now, it could mean an influx of new developments that lack forward-thinking designs — and instead enshrine the [illegible] for years to come.

In the [illegible], the proliferation of automobiles started to shape the way cities and towns approached planning and development. Local governments began designing their cities in a way that encouraged — and required — families and workers to drive everywhere.

Federal law in the [illegible] paved the way for municipalities to start using zoning policies to guide and regulate growth, and in 1926, the landmark Supreme Court decision Euclid v. Ambler enabled governments to exercise greater control over land use on private property. That case gave birth to what is known as "Euclidean zoning," the practice of governments creating distinct districts with singular land uses — creating residential areas, office parks, industrial parks, and shopping mall centers, all geographically isolated from one another. It was the policy basis for the American dream of suburbia — a lifestyle in which automobiles are required.

Car-oriented development persisted for decades. Oakland enacted its first zoning



[illegible]


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school!
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[illegible caption]

residents want to live near transit: a third survey of past people recorded that one of the top factors people consider when choosing where to live are conveniences for walking and biking and having a short commute to work. And MTC found that [illegible] percent of respondents said they would be interested in living in a transit-oriented development. This group included low-income families who [illegible] car ownership [illegible], households with low incomes and no children, students, and younger, well-educated individuals.

"Among the millennials, many of them are deciding they would rather have other things besides a car," explained [illegible], MTC's regional parking initiative manager. "They would prefer not to pay for parking or driving expenses."

What a number of recently adopted California and Oakland climate change policies are aimed broadly at supporting housing developments that accommodate alternative modes of travel, and reduce car travel and emissions, one area in which policy has lagged substantially is the parking requirements for new projects, officials say.

Although parking policy often takes a back seat in debates over global warming, transportation, housing, and gentrification, urban planning experts say that the way governments decide where cars must be maintained and how much drivers pay for spaces can in major ways determine the long-term health and sustainability of a city. In Oakland, that means the ripple effect of reforms in parking policy could be profound — which is why a group of [illegible] are focusing their energy on changing it.

Madison Park Financial Corporation — arguably the most active market-rate housing developer in Oakland — has tripled the amount of bike parking in its apartment buildings over the last decade. "A lot of [illegible] prefer [illegible] and [illegible] we have [illegible] they need it," said [illegible], chief financial officer of Madison Park, which is headquartered by Lake Merritt.

This surge in demand for on-site bike parking appears to be a reflection of the increasing number of Oakland residents who want to drive less or live car-free — and Madison Park has worked hard to attract and accommodate these renters, [illegible] said. But he added that traditional neighborhood concerns about parking have not changed, so Madison Park continues to build the same relatively large amount of car parking spaces in its new buildings.

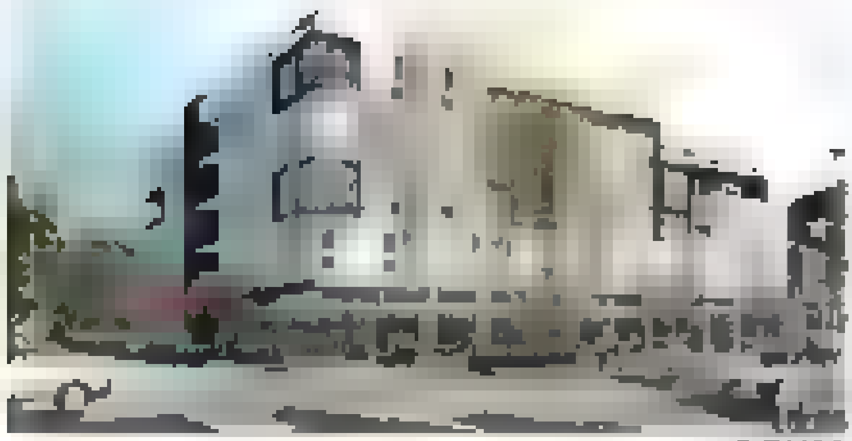
The problem is that Oakland residents who live near Madison Park's proposed projects demand that the company build a substantial amount of off-street parking, he explained. "They want as much parking as humanly possible," [illegible] said.

The conventional — but [illegible] — [illegible] that [illegible] from residents and lawmakers [illegible] is that developers will fail to build a big enough on-site garage, and that parking on adjacent streets will quickly become crowded and impossible to find. The thinking goes that, without enough off-street parking in new buildings, residents who have lived in the area longer — and probably shoppers or diners in a commercial district — will have to drive around in circles looking for spots, making the neighborhood less livable.

Developers say these cries from residents for large amounts of new parking remain loud and influential — despite policymakers' stated interest in promoting alternative modes of transit. It's also despite the fact that experts have repeatedly argued that people's perceptions about parking shortages are usually wrong and that building large garages in apartment buildings often don't help to address on-street parking problems.

"It's [illegible]," [illegible] said. Ultimately, Madison Park relies on the Oakland Planning Code when determining how many parking spaces to build. Other developers — even [illegible] — do the same, choosing simply to rely on the guideline [illegible] the [illegible] policies. That's why [illegible] say the codes are so important. They [illegible]


ART
GLASS
FOR ALL







[illegible] Cheng, director of TransForm's GreenTRIP program, [illegible]

downtown Oakland, projects can earn GreenTRIP certification if they do not go above one parking space per unit, and if the projected vehicle miles traveled per day per household does not exceed [illegible] miles. The average Bay Area household drives [illegible] miles per day.

Additionally, projects must adopt specific "traffic reduction strategies," such as providing free annual memberships to car-share services (such as ZipCar or City CarShare) and free or discounted public transit passes.

Most GreenTRIP buildings also offer what is called "unbundled parking," a pricing policy that separates the cost of parking from the rent or home purchase price. That means residents who want a parking spot have to pay extra for it while those who don't own cars get more affordable units. As opposed to the conventional system — in which parking is automatically included in rent and thus all residents subsidize the costs of the on-site garage and are incentivized to own a car — unbundled parking can go a long way toward encouraging people to live car-free.

"The message is let's house people and [illegible] places for people rather than provide free housing for cars," said [illegible]

GreenTRIP staffers also help developers design their traffic reduction strategies and navigate the process of getting city approvals. In some cases, [illegible] evidence of the environmental and [illegible] benefits of reduced parking [illegible]. After five years, GreenTRIP has gathered a lot of data to [illegible]. Across [illegible] that have earned GreenTRIP certification, TransForm estimates that residents of these buildings cumulatively drive [illegible] fewer miles per day than the area average and release [illegible] fewer tons of carbon dioxide per year.

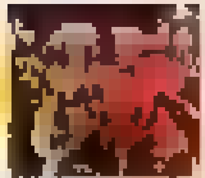
At 23rd Telegraph, the Nautilus Group project in Temescal and GreenTRIP's first certification in Oakland, TransForm [illegible] residents will drive [illegible] per day per unit — [illegible] percent lower than the Bay Area average, and they will produce [illegible] percent fewer greenhouse gas emissions than the regional standard.

TransForm has also gathered anecdotal evidence illustrating the clear connection between greater parking [illegible] and affordable housing. At the Ashby Family Apartments, a GreenTRIP certified affordable housing project located a short walk from the Walnut Creek BART station, a reduction in parking allowed for the construction of substantially more affordable units. Under the local parking code requirements, the nonprofit developer, Resources for Community Development, would have been forced to build [illegible] parking spaces for only [illegible] affordable homes.

But following GreenTRIP guidelines, the developer gained approval for a proposal that decreased the parking to [illegible] spaces and increased the housing to [illegible] homes. That meant a [illegible] percent increase in the number of affordable units — a greener and more equitable plan that was financially feasible because the developer was able to significantly reduce parking construction costs.

Garden Village, a [illegible] Nautilus Group project near UC Berkeley, happens to have [illegible] parking. Instead, Nautilus provided [illegible] transit, car-share memberships, extensive bike parking, a cycling fix-it station, grocery carts for every unit (making shopping much easier), and other amenities that support alternative transit. The project also featured [illegible] percent affordable units. [illegible], the company's [illegible] president, said that if Nautilus were forced to build on-site parking for the project (which was also GreenTRIP certified), it could not have built any affordable housing.

On a larger scale, if the roughly [illegible] units of new housing forecasted to be built in Oakland over the next [illegible] years adopted GreenTRIP-style parking plans, the benefits would be huge. According to TransForm's projections, developers would build [illegible] fewer parking spots under GreenTRIP guidelines — a [illegible] percent reduction from the parking that would be built under





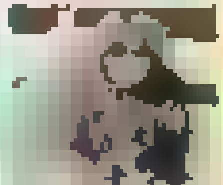
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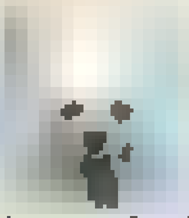
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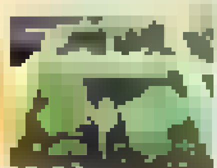
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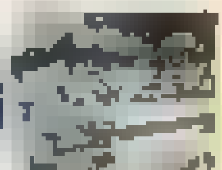
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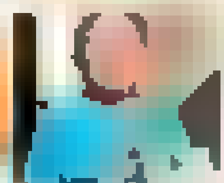
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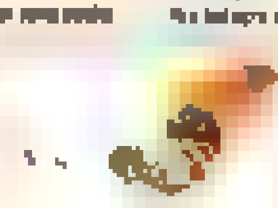


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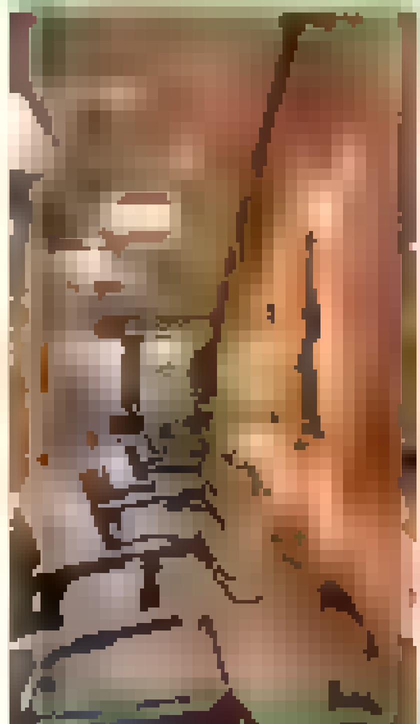






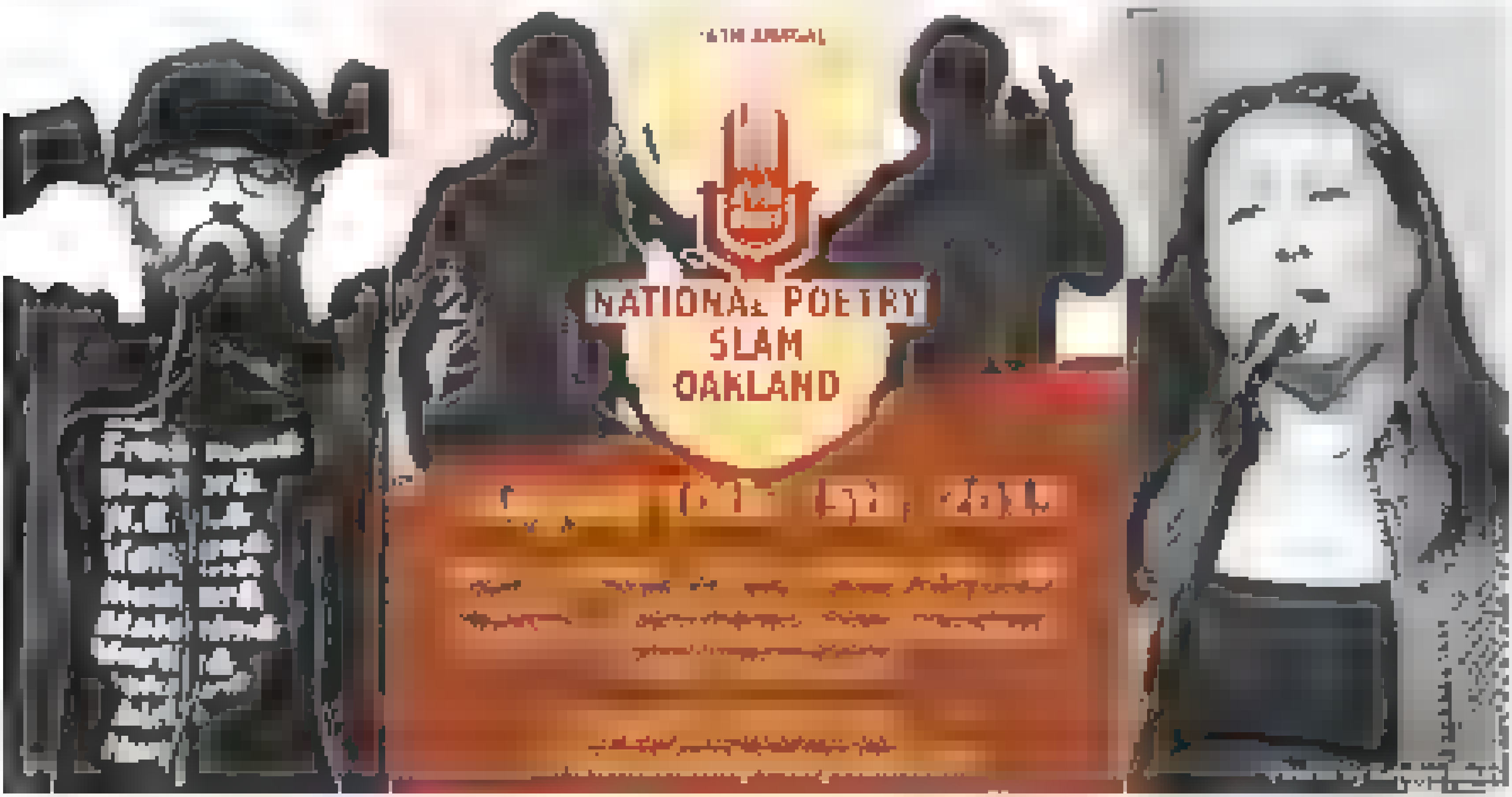






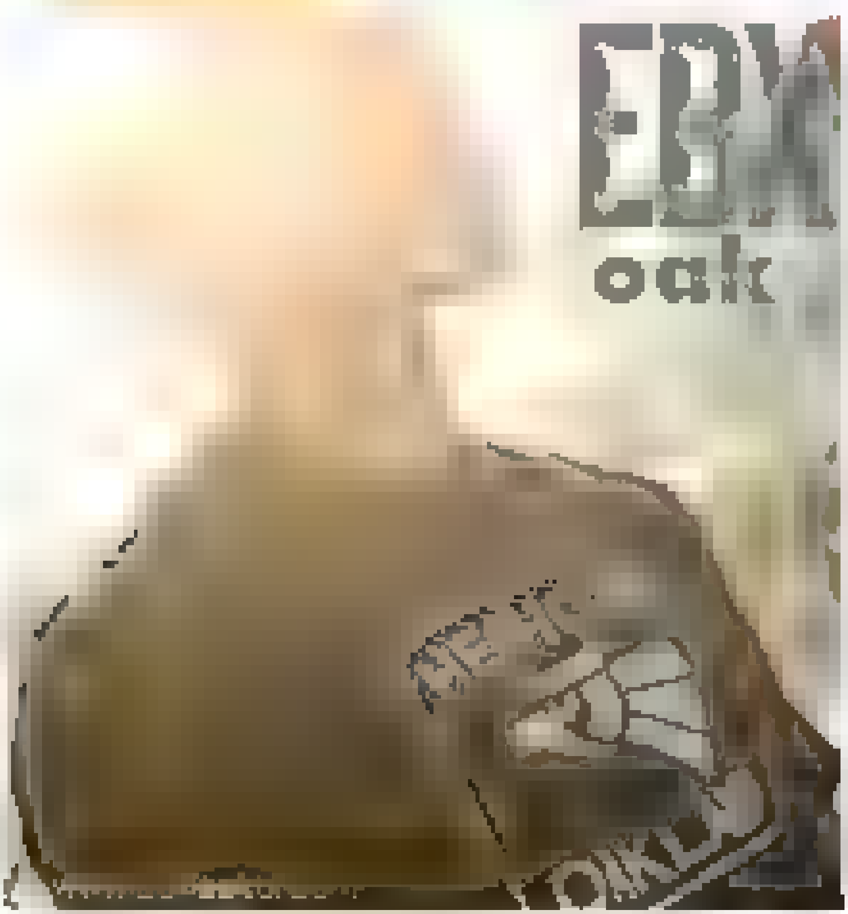


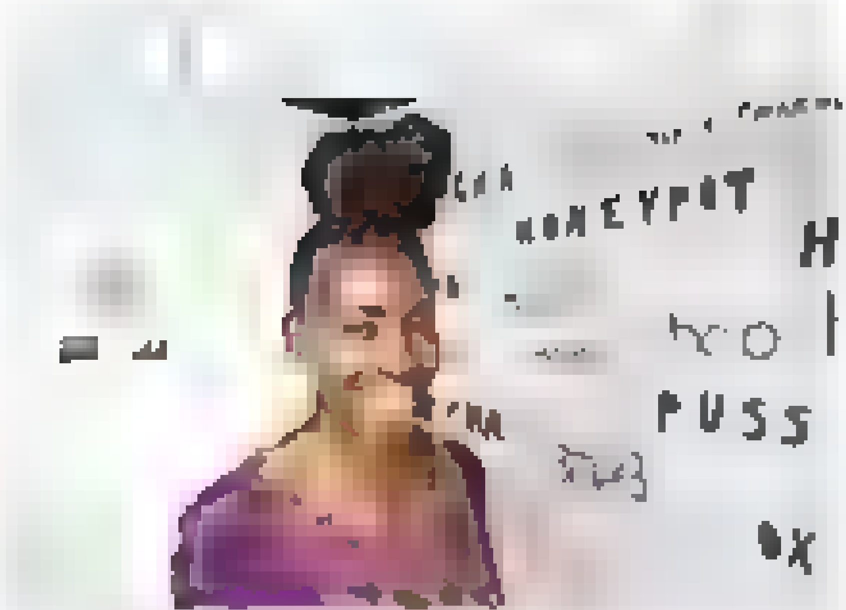



NATIONAL POETRY
SLAM
OAKLAND


CATCH THE Fever!
FREE LATIN DANCE
LESSONS & PARTY
BAY STREET EMERYVILLE







A Labor of Love

East Bay artist Sumayyah Franklin aims to make alternative reproductive health services accessible to marginalized communities.

By Nadia Voynovskaya

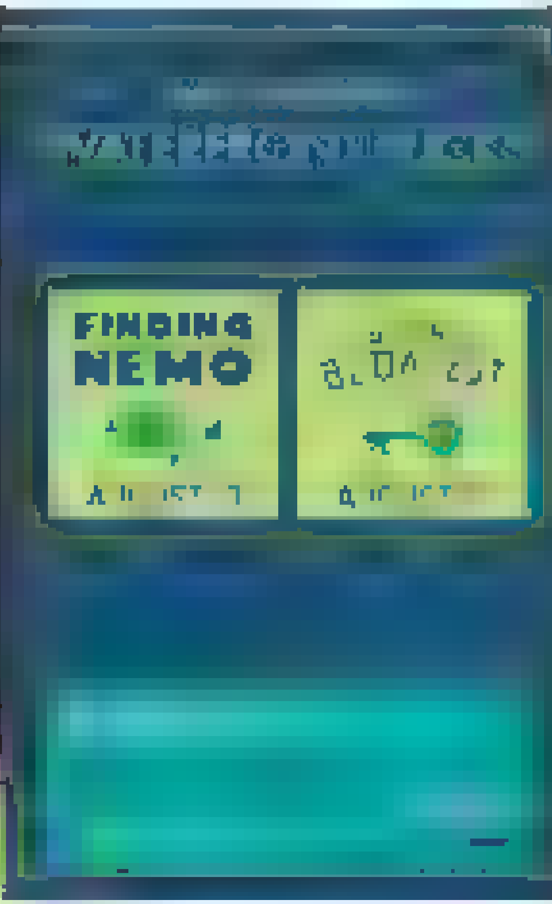
Assata Taught Us

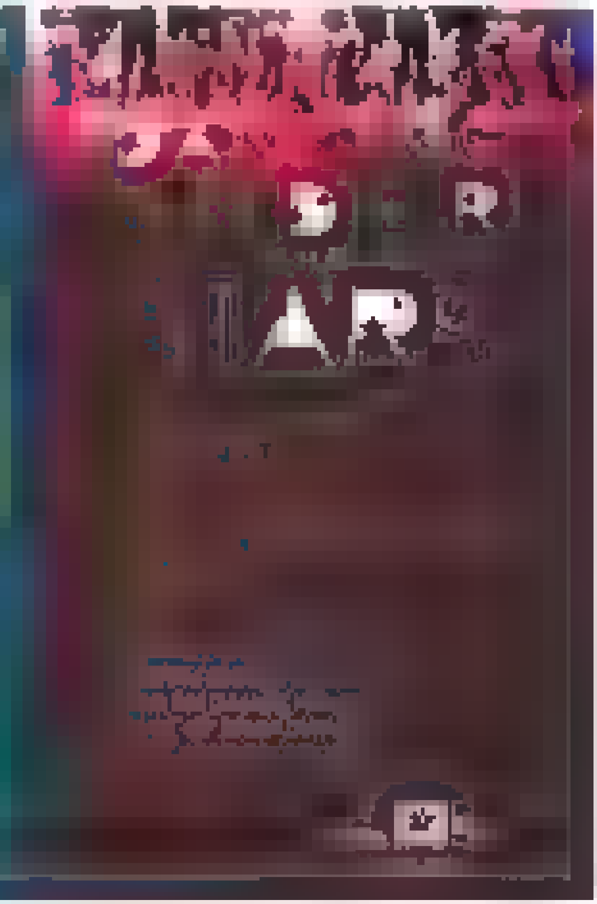
Oakland Impact Hub's *Who Taught You How to Love Yourself? Black Women* exhibition, inspired by the #SayHerName protest, marches into Omi Gallery.






JACK'S
NIGHT
MARKET
ON THE WATERFRONT AT
JACK LONDON SQUARE


FINDING
NEMO







Beyond the Horizon

In West of the Sun, this year's nine Kala Fellowship artists interrogate their everyday lives from a sociopolitical perspective.

By Sarah Burke

[illegible]

People's Secret History Group Show



First Friday

ART OPENINGS & EVENTS

See the Art Gallery listings in the Express for more information on East Bay art showings.

Spend an evening supporting local arts!

Some venues offering art openings and/or special events on First Friday, July 2nd

ALAMEDA

Frank Bette Center

Rhythm Studio & Galleries

ALBANY

Gathering Tribes

BERKELEY

Berkeley Potters Guild

Berkeley Screenprint Co.

Firehouse Gilman Village Art Studios

Kala Gallery

Urbanity

OAKLAND

The 310 Jefferson Gallery

25th Street Gallery

Arne Edwards Gallery

Actual Café

Art is Entertainment

Awaken Café

Bellevue Club

Blank Zoo

Café Van Kleef

The Compound Gallery

Crown Nine Jewelry Boutique and Art Gallery

Fortinia Gallery

Gamma Space

J Post Design Studio

The Layover

Loralie

LuQui Gallery

MiX

Oakland First Fridays Street Festival

Oaklandish

The Legendaire Salon

Rael Gallery

Royal NoneSuch Gallery

Shipbuilder Gallery

Somar Bar and Lounge

Spice Monkey Café and Restaurant

Studio One Art Center

Tech Liminal

Telegraph Beer Garden

Transmuted Art Center

The W.E.B. Women's Art & Design Studio

White Box Gallery at Oakland School of the Arts

OAKLAND ART MURMUR

Aggregate Space Gallery

American Steel Studios

Betti Ono

Charlotte Contemporary

Classic Cars West

Creative Framing and Gallery

Creative Growth Art Center

Era Art Bar

Farley's East

Field Day And Friends

FM

Free Oakland UP

Great Eats Gallery

The Great Wall of Oakland

Inner Souls Gallery

Johansson Projects

Joyce Gordon Gallery

Krowswork

LaCitaVista Gallery

Mercury Gallery

Maple Street Design

Marion and Rose's Workshop

Mercury 20

The New Parkway Theater

Oakopolis / The Moss

Oakstop

Oro Gallery

Pro Arts

Rock Paper Scissors Collective

Rotunda Gallery

Shadravan Studios

Smokeyes

Space Studios

SLATE contemporary

Studio 11

Transmission Gallery

Uptown Art Park

Vessel Gallery

The Wall Gallery

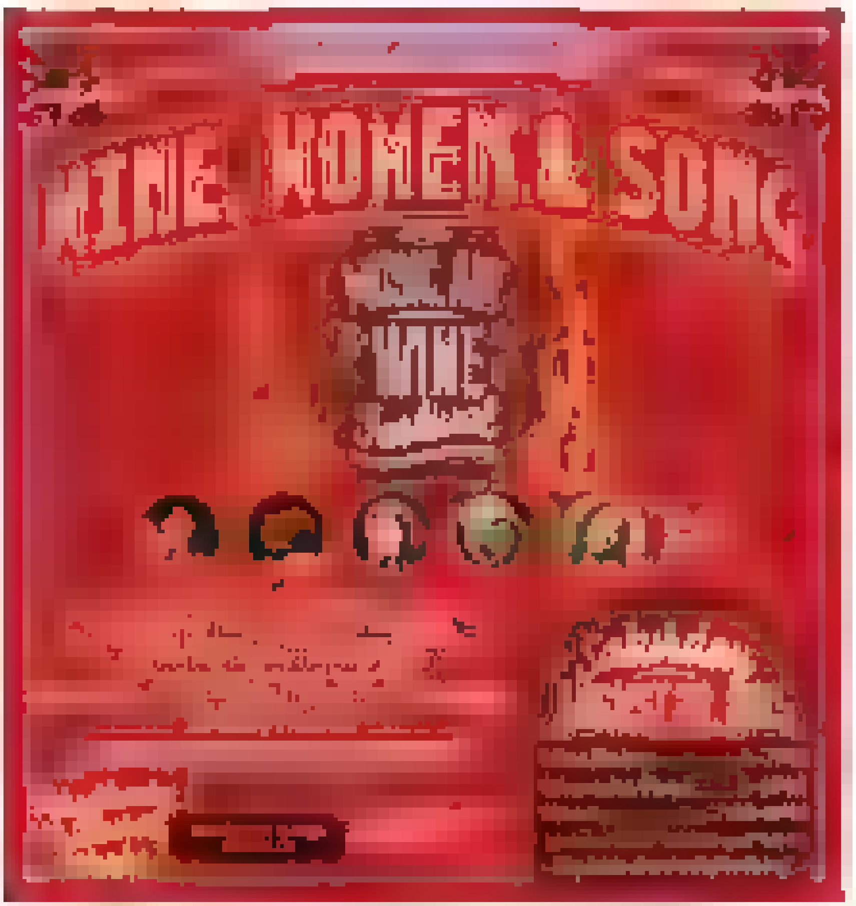
Warehouse 416

EAST BAY EXPRESS

Have a venue offering First Friday events in the East Bay? Please email your information to be included in the August directory.







WINE WOMEN & SONG



The Grand Slam

The National Poetry Slam returns to Oakland.

By Gillian Edevane









The Berkeley Barb at Art House Gallery

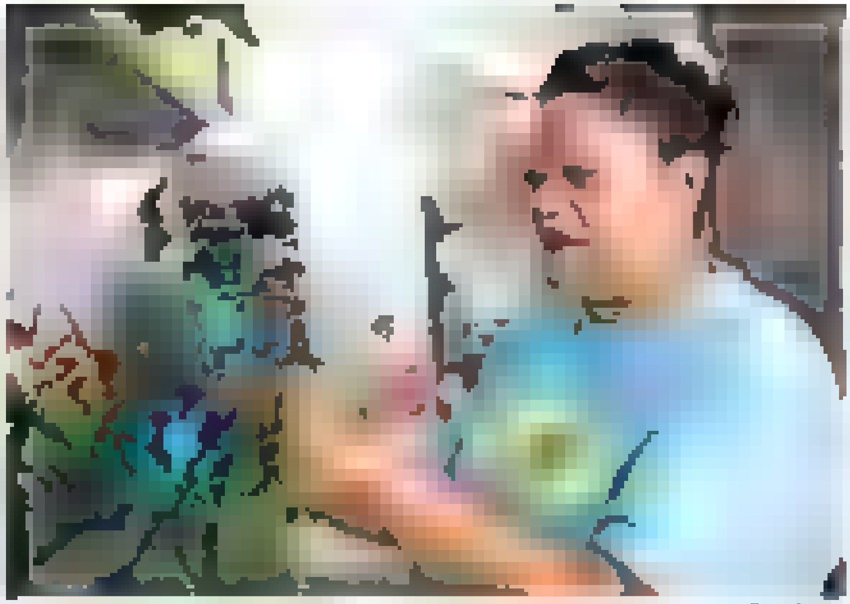




Aloha from Alameda

Hawaiian plate-lunch restaurant Kau Kau Corner serves up ... style comfort food with a large helping of family charm.

By Sarah Burke







A Toast for The Town

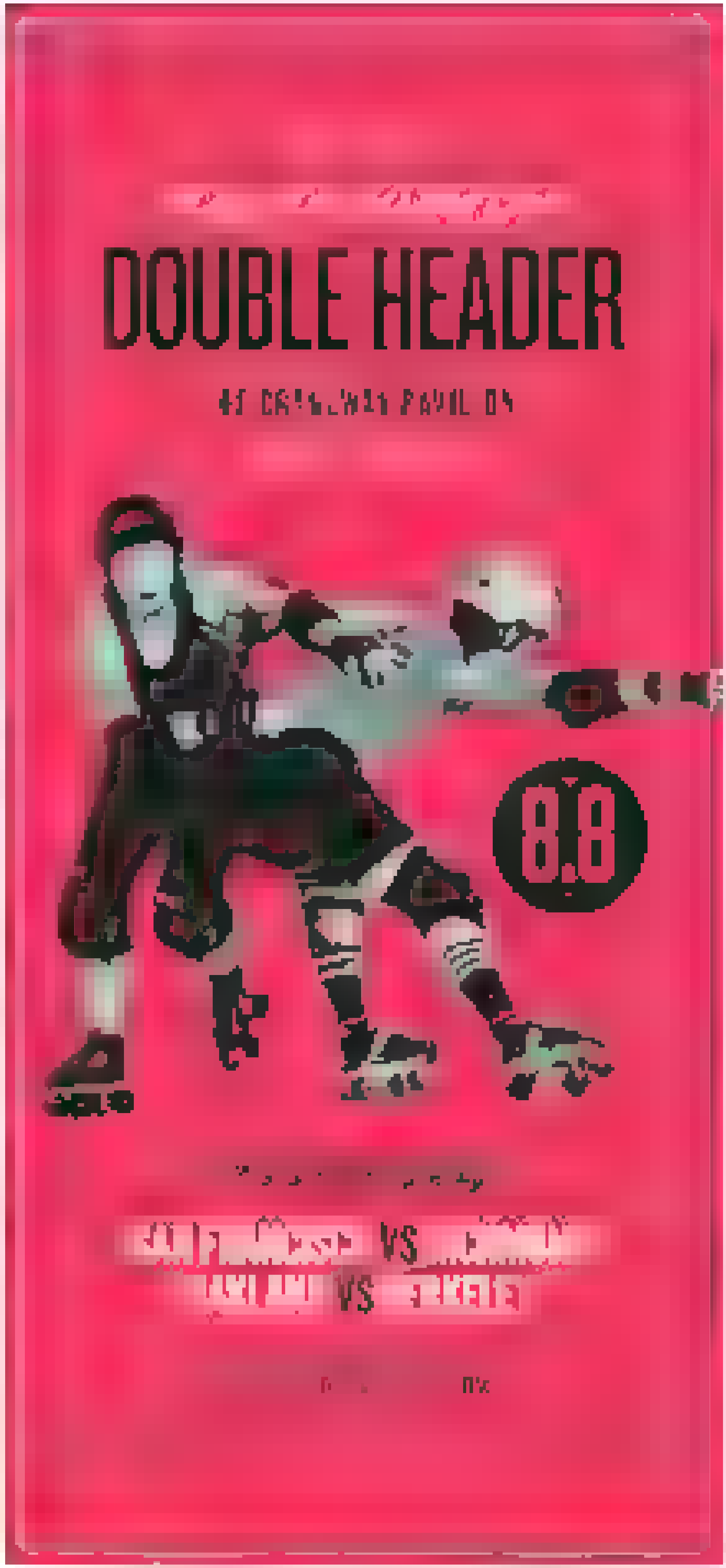
Famed purveyor of artisanal toast opens avant-garde branch of Trouble Coffee in West Oakland

By Gillian Edevane




SHRIMP
HAPPY HOUR
MONDAY THRU FRIDAY
BAR BITES
SUMMER
SPENCER'S


SUNDAY
50% off Bottles of Beer & Wine
MONDAY
Half off Oysters
TUESDAY
Half off Burgers
WEDNESDAY
$12 Mussels & Frites
HAPPY HOUR MENU


DOUBLE HEADER
8.8







Restaurants in Alameda Where You Can Dine for Less than $25 a Person

Abigail's Moroccan Cuisine

Burma Superstar

Café Jolie

Doggy Style Hot Dogs

Dragon House

Flavors of India

Hang Ten Boiler

La Penca Azul

Chowhaus

Lola's Chicken Shack

Mama Papa Lithuania Restaurant and Tea House

Ole's Waffle Shop

Otaez Restaurant

Sandwich Board

Scolari's Good Eats

Sidestreet Pho

Sushi King

Matsuri Festival at Umami Mart



Out of the Past



The Gift

Listen to Me Marlon

Showtimes Online

ONGOING

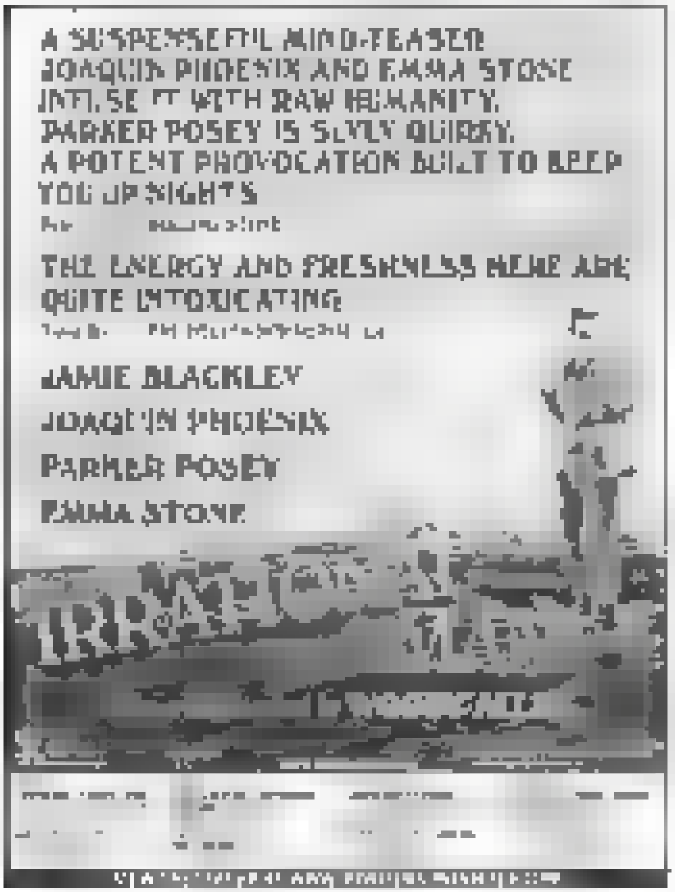




One of a kind,
Built one at a time,
By Village Yurts,
In Oakland, CA.

VillageYurts.com

MOVIE THEATER DIRECTORY





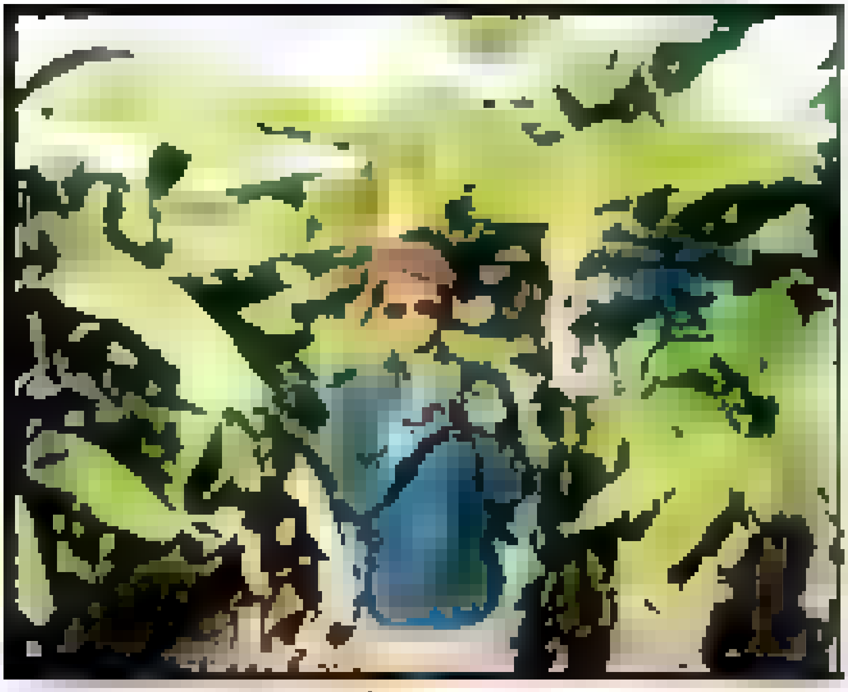
ONE-NIGHT STANDS

Signal Loss

W







Blissed and Remixed

Chaz Bundick, aka Toro Y Moi, is a queerly industrious polymath concocting hip hop beats and house tracks in the wake of an album indebted to Steely Dan.

By Sam Lefebvre

"I'd rather be a producer than an artist," Bundick explained.


Cookies
FRIENDS DON'T LET FRIENDS
SMOKE FAKE COOKIES
GoldCoast
OPEN SEVEN DAYS
A WEEK 9 AM 10 PM
COOKIES SF 5234 MISSION ST. SAN FRANCISCO, CA 94112

THURSDAY 6

Blues, Folk, & Country

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

Blues, Folk, & Country

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

FRIDAY 7

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

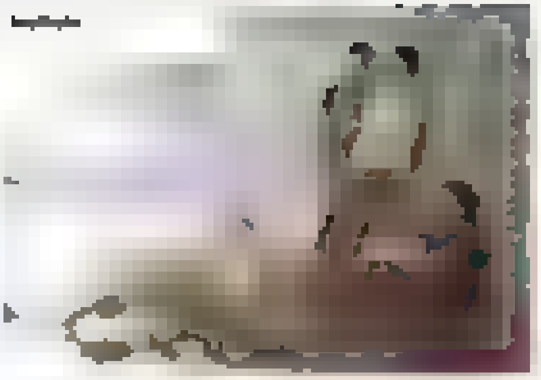
Blues, Folk, & Country

Classical & Opera

Jazz, Lounge, & Cabaret

Rock & Pop

More Listings Online



Halcyonnaire

More Listings Online

SATURDAY 8

All Ages

Blues, Folk, & Country

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

Classical & Opera

Gospel & Vocal

SUNDAY 9

Blues, Folk, & Country

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

Classical & Opera

Gospel & Vocal

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

MONDAY 10

Blues, Folk, & Country

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

Blues, Folk, & Country

Classical & Opera

Jazz, Lounge, & Cabaret

Rock & Pop

More Listings Online

TUESDAY 11

Blues, Folk, & Country

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

Blues, Folk, & Country

Classical & Opera

Experimental & Avant-Garde

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

WEDNESDAY 12

Blues, Folk, & Country

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

Blues, Folk, & Country

Classical & Opera

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

VENUE DIRECTORY EAST BAY

THURSDAY 6

FRIDAY 7

Big Freedia

SATURDAY 8

SAN FRANCISCO

SUNDAY 9

EAST BAY

SAN FRANCISCO

MONDAY 10

EAST BAY

SAN FRANCISCO

TUESDAY 11

EAST BAY

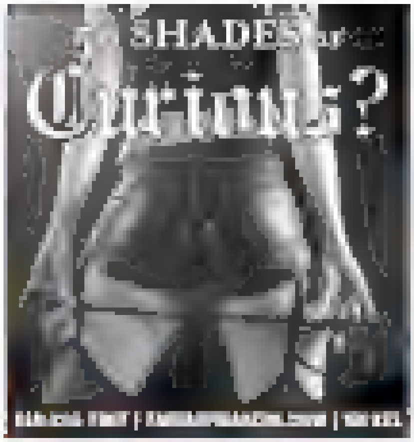
SAN FRANCISCO

WEDNESDAY 12

EAST BAY

SAN FRANCISCO







SAVAGE LOVE

High Times

Is he self-medicating or is he just an asshole?

By Dan Savage

Does a person who can be loving only when high on weed really love you? My boyfriend of three years was sweet, loving, and caring when he's high, but when the weed runs out, he's mean, angry, hurtful, and horrible to be around. I've asked him when he's around to still act like a loving person when the weed runs out, but of course that never happens. He just dismisses that he's mean and hurtful, and he blames me for why he's angry. I'm so confused! Without weed, he's intolerable. Should I just make sure he's always well-stocked with his drug? He's a relatively functional stoner, even though technically it's not allowed at his job. I've told all my friends he is no longer the mean asshole he was when I wanted to leave him (but didn't), and now I've convinced everyone that he transformed back into the amazing match I always knew he was. So basically, in order to save face over not leaving him (and now I can't for financial reasons), I burned the bridges.

Tension Highlights Concerns That Relationships Aren't Perfect

Someone who can be nice only when he's high isn't someone you should be loving, living with, or wasting a grow-op on, THCTRAP; he's someone you should be dumping, dumping, and dumping.

And to be clear: Your boyfriend's problem isn't weed, THCTRAP. Your boyfriend's problem is asshole. And the fact that you're covering for him — the fact that you can't go to your friends for help because you worked so hard to convince them he's not an asshole — is a very, very bad sign. If being with someone isolates you from the support of your friends, that's not someone you should be with.

Does he love you? Maybe he does, maybe he doesn't — but even if he does, do you want to be loved by someone who treats you like shit when he isn't baked up? No, you don't. My advice: DTMFA.

But let's get a second opinion, shall we?

"It's not unusual for people to complain that they feel a little cranky when they run out of weed," said Dan Skye, editor in chief of *High Times* magazine. "I know a lot of people who prefer to be high all the time — but if his personality is that different when he runs out of weed, this woman's boyfriend has problems other than not being high."

Now, there are people out there who self-medicate with pot — in good ways, not bad ways. "I know many people who have dropped their pharmaceuticals for pot," said Skye, "because pot is a better substance for easing their pain and anxiety. There are no side effects, it's good at easing pain, and it even eases some severe medical conditions. There are people out there who are high all the time, I know hundreds of them, and they are perfectly lovely, responsible human beings. We are hardwired as humans to hook up with this plant, and some people hook up with the plant in profound ways. It makes them feel better, it makes them more compassionate and more creative — it makes them better human beings."

But Skye doesn't think your boyfriend is one of those people, THCTRAP.

"If this guy is such a prick when he's not high, I'd get rid of him," said Skye. "Putting your girlfriend in a position where she feels like she has to become your dealer — that she has to supply you with pot — is not acceptable."

I'm a man who is married to a woman. In our twelve-year relationship, our sex life hasn't ever been really active, but after being married, my wife's sex drive decreased noticeably. She had promised things would improve once we tied the knot. She explained that her upbringing was conservative and she felt guilty about having sex before marriage. But marriage didn't help. We've gone to couples' therapy, only to abandon it because she doesn't feel any progress, and our pantry has barely used natural remedies for low libido. Our library has worked DVDs collecting dust after she said she felt not fit to be attractive. Currently, she can last having sex for nearly half an hour before feeling exhausted and stopping, regardless of me reaching orgasm or not. On the other hand, we enjoy each other's company and we've got each other's backs whenever things are tough, so I can't say she's uninterested in me. I can't remember the last time I had fulfilling sex. Whenever I bring it up, she breaks down, saying she's not enough for me. My need for sex is killing me.

Unsexed Grumpy Husband

Maybe your wife's religious upbringing ruined sex for her and her for sex.

Maybe your wife is one of those low-to-no-libido women who are themselves and everyone else talking about: a woman with no desire for sex, a woman whose marriage is hanging by a thread, a woman who sincerely wants to save her marriage — but nothing seems to help, her marriage collapses, and she winds up divorced. And three months after the divorce, the woman who was weeping to her therapist about the possibility that she might be asexual? She wants to fuck every cute bartender, personal trainer, and waiter she sees. Turns out she wanted sex all along. She just didn't want it with her husband, or she didn't want it with only her husband, and her newfound freedom to fuck other people — freedom that might have saved her marriage — reawakened her libido.

Maybe your wife is asexual.

Here are your non-divorce options, UGH: (1) You can get sex elsewhere without her okay, aka "cheating." (2) You can ask your wife for permission to get sex elsewhere, aka "not cheating." (3) You can resign yourself to a sexless marriage, aka "cheating, inevitably."

P.S. Never once has a conflict over low libido in a long-term relationship been solved by a marriage ceremony.

mail@savagelove.net

CLASSIFIEDS

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it's not 's fault



EAST BAY EXPRESS

BULLETIN BOARD





